PH0087122

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Colorado
COUNTY: Jefferson
FOR NPS USE ONLY
ENTRY DATE: OCT 9 1974

RECEIVED SEP 17 1974 NATIONAL REGISTER

SEE INSTRUCTIONS

1. NAME

COMMON: North Fork Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: ~~See "Continuation Sheet 2, Location"~~ North side of S. Platte from Pine and South Platte

CITY OR TOWN: from Pine to South Platte

CONGRESSIONAL DISTRICT:

STATE	CODE	COUNTY:	CODE
Colorado	08	Jefferson	059

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
[X] District [ ] Building	[ ] Public	Public Acquisition:	[X] Occupied	Yes:
[ ] Site [ ] Structure	[ ] Private	[ ] In Process	[X] Unoccupied	[ ] Restricted
[ ] Object	[X] Both	[ ] Being Considered	[X] Preservation work in progress	[X] Unrestricted
				[ ] No

PRESENT USE *(Check One or More as Appropriate)*

[X] Agricultural	[ ] Government	[ ] Park	[ ] Transportation	[ ] Comments
[X] Commercial	[ ] Industrial	[X] Private Residence	[X] Other (Specify) Recreation & Tourism	
[ ] Educational	[ ] Military	[ ] Religious		
[ ] Entertainment	[ ] Museum	[ ] Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: Numerous mixed ownership. For listing write to:

STREET AND NUMBER: U.S. Bureau of Reclamation, Bldg 56, Federal Center

CITY OR TOWN: Denver,

STATE: Colorado 80226 CODE: 08

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Jefferson County Courthouse

STREET AND NUMBER: 1700 Arapahoe

CITY OR TOWN: Golden

STATE: Colorado CODE: 08

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: "Historic Preservation in Colorado, Volume 2"

DATE OF SURVEY: 1971 [ ] Federal [X] State [ ] County [ ] Local

DEPOSITORY FOR SURVEY RECORDS: State Historical Society of Colorado

STREET AND NUMBER: 200 East 14th Avenue

CITY OR TOWN: Denver

STATE: Colorado CODE: 08

STATE: Colorado
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7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	☒ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☒ Altered	☑ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL *(if known)* PHYSICAL APPEARANCE

The original appearance of the North Fort Historic District differs little from the appearance given today. The dominant human alteration of the landscape in the 1800s was the narrow gauge bed of the Denver, South Park, and the Pacific Railroad. Today the bed is largely replaced by a norrow, two lane gravel road. The visual impact is surprisingly similar to the earlier one, however, and thus the major alteration within the district has retained the area's historic character.

Construction in the communities of the district has been largely dormant for several decades. Most of the original land uses are still followed with resort tourism still visually dominant. Ranching and lumbering have retained the hillside and riverbottom look of the last century.

The structures of the district reflect the late 19th century railroad tourism boom which occurred in Colorado. Numerous framed or jointed log cabins are still extant from that era, many with the original finish and landscape. Photographs from brochures printed in 1907 reveal few alterations from those taken today.

The following structures are prime examples of the district:
a. The South Platte Hotel retains the boom town frontier appearance popularized in many western serials, including a frame false front with a large, hand-painted letterhead, clapboard sidings and repeated, flat side windows. The image is identical to the original.
b. Log Home - This squared, hand-hewn, log house was roughed from massive native timber. It stands as a picturesque anomaly today because the spacious style appears more colonial than the Victorian style which characterized most sumptuous ranch houses in the late 1800s.
c. Ferndale is comprised of several jointed log cabins which are two story, double family company resort houses. They have unique interconnecting log walkways and stairs, and are identical today to the original appearance of 80 years ago.
d. La Hacienda, Blue Jay Inn - both of these structures are now on the National Register of Historic Places and are prime examples of Victorian Architecture in Colorado.
e. Green's Mercantile Store is a two story, hand fashioned granitic building. Very little of the original interior or exterior has been altered in any aspect and this squared rubble store still exemplifies the American general store as it did when built in 1879.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

- ☐ Pre-Columbian
- ☐ 15th Century
- ☐ 16th Century
- ☐ 17th Century
- ☐ 18th Century
- ☒ 19th Century
- ☐ 20th Century

SPECIFIC DATE(S) *(If Applicable and Known)*

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

- ☐ Aboriginal
- ☐ Prehistoric
- ☐ Historic
- ☒ Agriculture
- ☑ Architecture
- ☐ Art
- ☒ Commerce
- ☐ Communications
- ☐ Conservation
- ☐ Education
- ☐ Engineering
- ☐ Industry
- ☐ Invention
- ☐ Landscape Architecture
- ☐ Literature
- ☐ Military
- ☐ Music
- ☐ Political
- ☐ Religion/Philosophy
- ☐ Science
- ☐ Sculpture
- ☐ Social/Humanitarian
- ☐ Theater
- ☒ Transportation
- ☐ Urban Planning
- ☒ Other *(Specify)* Recreation and Tourism

STATEMENT OF SIGNIFICANCE

The North Fork Historic District is a series of communities that grew up as a result of the Denver, South Park and Pacific Railroad. The communities exemplify Colorado Architecture and land uses at the turn of the century.

The Denver, South Park and Pacific Railroad originated September 30, 1872, much as the result of Colorado's former governor John Evans. John Evans was a former Chicago railroad magnate and governor of Colorado from March 1861 to August 1865. It was he who explored the route the DSP&P would follow through Platte Canyon, and also contributed $500,000 toward the initial construction.

The economy of Colorado received an added boost in the 1890s when tourism became an important source of income. The North Fork area became a popular summer resort area noted for its spectacular scenery, excellent stream fishing, and quiet rural setting. The DSP&P supplied all of this influx, bringing supplies to the central mercantile point at Buffalo Creek. The surrounding communities were interdependent for transportation, mail and supplies.

The railroad stayed active in the tourist industry until 1917 when the U.S. entered WW I. The DSP&P fell into disuse, infrequently transporting minerals out of the southern Rockies into Denver. By 1938 the line was ripped up and the gravel road present today was established, with little change to the road bed itself.

The first talk of railroads up the South Platte began sometime before 1868. In the records of the companies it indicates that the earliest true effort toward constructing a railroad connecting Denver with rich mining communities to the west by way of the South Platte was considered by The Denver, South Park and Rio Grande Railroad. This was under direction of Governor A. C. Hunt in 1868. While the line was never built, it was only a paper railroad, it did give forth, as did many other proposals, to the possible construction of a line through this natural canyon to the rick gold fields in and around South Park and west thereof. The great importance of this line of railroad has often been brought out in many histories of the

(continued on Continuation Sheet, Page 2)

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Fisher, T. E., Trouting in Colorado Waters, The Smith Brothers, Denver, 1907.

Kindig, R. H. Haley, E. J. and Poor, M. C., Limited Edition of the Pictorial Supplement to the Denver South Park and Pacific World Press, Denver, 1959.

Poor, M. C. The Denver, South Park and Pacific, World Press, Denver, 1949.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES	
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds
NW	39° 26' 13"	105° 19' 42"		° ' "	° ' "
NE	39° 26' 13"	105° 10' 11"			
SE	39° 22' 59"	105° 10' 11"			
SW	39° 22' 59"	105° 19' 42"			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

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11. FORM PREPARED BY

NAME AND TITLE:
Robert L. Hinkle, Historican

ORGANIZATION
Jefferson County Historical Society

DATE
6/4/74

STREET AND NUMBER:
3192 4th Street

CITY OR TOWN:
Boulder

STATE
Colorado

CODE
08

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☐ Local ☐

Name [signature]

Title Acting State Liaison Officer

Date Sept 11, 1974

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

[signature]
Director, Office of Archeology and Historic Preservation

Date 10/9/74

ATTEST:

[signature]
Acting *Keeper of The National Register*

Date 10-8-74

SEE INSTRUCTIONS

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973—729-147/1442 3-1

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NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
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Colorado	
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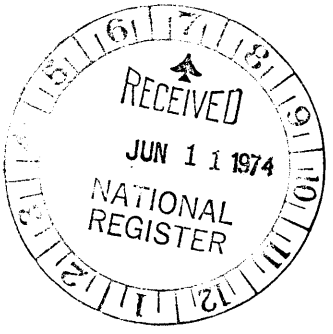
2. Location:

The district is defined to include a right-of-way; in width it will extend from from the southern bank of the North Fork, South Platte River, to a line 20 feet from the far side of the road adjacent to the river on its northern bank; in length it will extend from a point 100 feet east of the South Platte Hotel to a bend in the highway ¼ mile west of the town of Pine. The district will include adjacent itemized property and the lands theron as follows:

a) 8 buildings at Dome Rock on the northeast side of Jefferson County 96
b) 7buildings at Foxton on the nortwest side of Jefferson County 96
c) 6 cabins at Ferndale on the south bank of the river
d) a cluster of 9 buildings north of Jefferson County 96 at Riverview
e) the incorporated townsite of Buffalo Creek
f) the delta formed by the Pine-Deckers road, Buffalo Creek, and the North Fork of thw South Platte River
g) The old railroad bed and a right-of-way 50 feet to either side, extending from the intersection of Jefferson County 96 and the Pine-Deckers Road to a point where the bed intersects the river ¼ mile west.
h) the incorporated city limits of Pine

The district is in the following townships and ranges:
T. 7S R 71W, sections 27, 26, 35, 36
T. 8S R 70W, section 6
T. 7S R 70W, sections 31, 30, 29, 20, 21, 16, 22, 23, 26, 25



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State of Colorado as it was the opening of this mining territory to reasonable transportation costs afforded by the railroad that made the mining of the less valuable ores more profitable and brought about the many mining booms that occurred over the years from 1859 well into 1900.

While the front ranges of Colorado have seen many railroad attempts to make penetration into the barrier known as the Rocky Mountains, one of the most notable was the building of the Denver, South Park and Pacific up the right-of-way of the South Platte. It was Governor John Evans, Territorial Governor of the Territory of Colorado, who led in this project and put a great deal of himself into the construction of this railroad which he envisioned as an outlet between the Denver trade center and the mining country in and around South Park and the Leadville area. The original company which ultimately built the tracks was organized in September 1872 as The Denver, South Park and Pacific Railroad and became Colorado's sixth railroad company. Construction was to be of a narrow gauge because it was cheaper, could handle the sharp curves that were necessary and could negotiate the heavy grades that would no doubt be encountered as they neared the Continental Divide. While the original construction was proposed to follow a line from Denver up the South Platte to a junction with Bear Creek and west along Bear Creek to the town of Morrison and upward through Morrison, following Bear Creek, into the high water territory of the area south of Mount Evans, this was found to be impractical because of the tremendous grades encountered. So it was in 1873 that the first construction of the line was commenced but this line only went as far as Morrison where it went dead. In the spring of 1877 the actual construction from the mouth of the Platte River at the point of Waterton was under construction and by 1879 tracks had reached past Buffalo Creek, a thriving logging community, and well onto the eastern slope of Kenosha Pass.

Today, nearly 100 years after the actual construction of this line, we are faced with the demise of any evidence of this great engineering construction and economical phenomenon which was the cracking of the great stone wall of the Rockies on a short line route from Denver to Leadville. Already progress has destroyed the vestige of many of the former lines. The old Colorado Central line through Clear Creek has long been obliterated at almost every point by U. S. Highway 6. The Rio Grand Line through the narrow Royal Gorge of the Arkansas has been broad gauged into a standard transcontinental railroad and many signs of the old narrow gauge line are gone. It is most important that we preserve the historical background that is available along the line of the original Denver, South Park and Pacific Railroad, and the skills exhibited by the early day engineers and constructors of

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railroad right-of-ways.

To attempt in this brief article to make anything like a summary of the history of this great railroad would be ludicrous and absurd. This matter has been dealt with at great length and skillfully by Mac Poor in his great book, "The Denver, South Park and Pacific", in which there are nearly 500 pages of documentary evidence of the outstanding development and great skills involved in constructing this line.

A brief review of the area served by this line in the canyon which we feel should be preserved for posterity and protected as a natural historical site is as follows:

The original route of this railroad began at the corner of 6th and Lawrence Streets and followed the South Platte River south to a point known as South Park Junction where it crossed the Platte River to proceed on its canyon run, therefore leaving the Main Line of The Colorado and Southern Railway and its predecessor companies that moved south to Pueblo. Three miles south, at a point then known as Auraria, later renamed Valverde, the first station south of Denver was established. Further south near the point where the railroad tracks on the west side of the Platte River now cross Evans Avenue there was Denver Mills, a cotton milling area, which was a great moving force in the economy of the South Denver area. Overland Park was the next station, now set aside as a Public Park for the benefit of the Community. Bear Creek Junction, a point where Bear Creek flows into the Platte River, became the junction for the Branch Line to Morrison, Colorado. The track to Morrison was completed in 1874 and put into operation on June 26, 1874 and constituted the first part of the railroad to be built and was covered by a Branch Line moving via Fort Logan, Gillman, Bedford, Lee Siding, Mount Carbon, the Old Quarry and the New Quarry in Morrison. The first operation on the Morrison Line involved a Church picnic train on which even the President of the Railroad purchased his ticket in support of the Arapahoe Avenue Methodist Episcopal Church in Denver.

Following a brief cessation in construction, the line continued from South Platte Junction past Littleton, McRose, Wynetka, to Chatfield. Today only slight vestiges remain of this once famous line which carried a great deal of freight from the farming country south of Denver and the logging community west of Denver into the economy of Denver. The building of highways and villages and homes along the right-of-way have obliterated all of the construction that was originally done.

At the mouth of the canyon in the vicinity of Platte Canyon, Colorado we begin the penetration into what was at one time con-

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sidered an impossibility to build through such a narrow canyon and still sustain the necessary construction required for even a narrow gauge railroad. It was Governor Evans' idea that the railroad should follow the water line wherever possible, putting it three to six feet above the high water line of the river, and it was through this canyon by pick, shovel, black powder and hand work, often times laying heavy cribs of unmortared stone retaining walls, that the line was built and today it is still visible to the interested visitor and historian. From this same point, later renamed Waterton, Colorado, a branch line went south on the east side of the mountain range to a gravel quarry and a village known as Silica, Colorado, about four miles. The main line of rails moved up the South Platte Canyon past such interesting points as Intake where the Denver Water Board then took its water from the Platte River, to Gaylors, Mill Gulch, Stevens Gulch, Deansbury. This point, later renamed Strontia Springs, was the site of one of the first of the many tourist hotels constructed by the Railroad and other interested people for use as a vacation retreat, away from the hot summers on the plains, for the people who would ride on the trains through the Platte Canyon. Nine and one-quarter miles above the entrance to the Canyon at the junction of the north and south forks of the South Platte River, the station of South Platte was established and a little hotel was built which for many years supported a community in that village. South and west out of South Platte for a brief period there was a three mile branch to a village known as Night Hawk. Here one of the largest sawmill operations on the front range was operated for about three years. While this area was known as an active logging camp as late as 1896, its site is almost unknown today.

At South Platte the Main Line moved up the North Fork past the village of Muldoon, Longview, Dome Rock, Dawsons and Stone Spur. At STone Spur, Park Siding and Granite Spur, much rock quarrying was done, contributing heavily to the granite rock that was used in early day Denver construction. The line then continued past Argyle, Ferndale, Cloudcrest and Riverview to Buffalo Creek. In the early 1880's Buffalo Creek had a population of 1,400 supporting several large sawmills, a heavy fluorspar operation and a large cattle business. The railroad then followed through the open valley between Buffalo and Pine Grove where a coaling station was established just short of the famous Crystal Lake ice ponds before entering into the upper South Platte Canyon. The canyon running past Crystal Lake, Hildebrand, Haviland, Glenmore, Thompson to Crossens, Saxony and Esterbrook is one of the most gorgeous sections of the front range territory and visible along this right-of-way is much evidence of the early railroad construction which greatly contributes to the historical background of our front range society.

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Still following the beautiful serene flow of the north fork of the South Platte River, the railroad then passed through Fairview and Palmhurst to Bailey, Colorado, then a thriving lumber and timber community. Beyond Bailey much of the old railroad bed has disappeared. Only occasionally do we see marks of the railroad or the industries that it supported such as the ice ponds at Singleton and Maddox. Until we reach Grants the roadbed is pretty well wiped out by the encroachment the development of highways and the water system of the City of Denver.

Historically the right-of-way from Waterton to Esterbrook is one of the finest examples of the early type of railroad construction available to us in the western United States.

While frequently referred to as the Denver, South Park and Pacific right-of-way, it is interesting to note that the operation of the DSP&P only covered the first 17 years of the history of this railroad from 1872 to 1889, but these were the years of the greatest construction. In 1889 the railroad was sold to a new company known as the Denver, Leadville and Gunnison Railroad and in 1898 the property was taken over by The Colorado and Southern Railway Company and operated for forty years thereafter until 1937. In 1938 the final operation was completed and the railroad was taken up west of Chatfield, Colorado.

Strotia Springs: This was a prominent resort and the first stop in the Platte Canyon after Waterton on the Denver, South Park and Pacific Railroad. Originally named Deanesbury after its owner-founder, it grew to a town of 40 persons by 1882. It had a hotel built next to the railroad which was touted as a copy in miniature of an European health spa. It operated continuously through the 1940's. The hotel now sits directly near the dirt access road that services the area, and which follows the old railroad right of way very closely.

South Platte Hotel: The Hotel was built in 1877 and served as a railroad station and post office as well as a hotel. It served passengers on the mainline of the DSP&P as well as the spur which ran to Nighthawk. It is typical in its architectural design of the frontier boom town style so dramatized in many western TV shows and movies. The Hotel was active up to the time when the DSP&P discontinued service. The Hotel is located at the exact confluence of the North and South Fork of the South Platte River, and is somewhat unique in its setting. It is now used as a residence.

Log Home: This two story log home is constructed of gigantic squared and hewen logs, whitewashed and fitted. It is uncommon in that it is so large a log structure and it is done in an

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architectural style more reminiscent of colonial America. The structure is the center of a once prosperous ranch and is still surrounded by many later period outbuildings. It is believed that the logs were taken from the area around Buffalo Creek. The home is so constructed that nearly every window receives some sunlight during the day.

Dome Rock (town): The town of Dome Rock grew up around the railroad. It is located and landmarked by the unique geologic structure from which it derives its name. The tiny, lap-sided summer homes are typical of the heyday of the middle class summer mountain homes. Nearby is the Westall Monument, erected in tribute to the well-loved engineer who met a tragic death in a train accident shortly out of town. Dome Rock was an active resort through the 1940's and had a short lived Post Office during its later years. Many of the exquisite homes are still in use.

Dome Rock Station: The station is located next to the old railroad right of way, now the dirt access road. It is a typical small depot of the west and is in fine shape. It, like the homes of the town, appears to be rather diminutive. It is currently used as a residence and still sports the old station sign.

Ferndale: This is the location of a series of cabins situated on the far side of the river from the old railroad right of way. They are accessible only by a foot-bridge. The cabins are mostly two story, or double family affairs and are linked to each other by means of extensive log walks and stairs. The cabins are a part of an active and continuous use as a resort area which has ever been closely connected to the history of labor in Colorado. The cabins were a company owned resort, as they are today, and were operated by the company in hopes of warding off the problems of growing unionism. The DSP&P made it a practice to stop upon request of the passengers at Ferndale and at similar other summer homes.

Riverview: This town was once the property of the Hendrie and Bolthoff Manufacturing Company. It was maintained as a resort for the use of the company's employees. Once a year the company would charter a DSP&P train to take everyone up for the annual company picnic. The employees would be able to take vacations at the company cabins throughout the summer. This is yet another attempt on the part of employers to side-step coming unionism. It also reflected the growing popularity of Colorado's mountains as a recreation and tourist resource.

La Hacienda: This is the summer home built by John L. Jerome, a third cousin of Sir Winston Churchill's mother, Jennie Jerome. Jerome was prominent in Denver as a lawyer and one of the

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Colorado Fuel and Iron Company's first directors. He built "La Hacienda" in 1902 for the enjoyment of his family. A huge coal funance makes it a comfortable retreat year round for the family members. Many prominent Americans have been guests at this large and tasteful estate, such as James Grafton Rogers, Thomas Hornsby Ferril, Teller Ammons, etc. The title is still in the family and the family is still most active in Colorado life. The home was listed on the National Register of Historic Places July 20, 1973. Complete files are available at the State Historical Society.

Buffalo Creek: The town, once the largest on the DSP&P, itself has had a myriad history which ranges from ranching and settlers to lumbering and summer resorts. It first became attractive to Coloradoans during the 1870's and has been a fairly active town ever since. The Post Office, established around the turn of the century, still is in operation. Most of the population is transient, summer people. There are several homes established by many of Denver's prominent citizens which are still in use by their descendents. It was the railhead for the Chessman Dam construction; ox driven wagons took the cargos from here to the site.

Greene's Mercantile Store: This stone building was erected in 1879 by John W. Greene. It is of native hand-hewen granite and is a two story structure, quite imposing in its day. It was the social center, the station and housed, as it still does, the post office. It is currently operated by the second, third and fourth generations of that family. It is located right at the crossroads. Very little of the original interior and exterior has been altered in any significant way. The store is a prime candidate for nomination to the National Register and is a significant landmark in the community, one of the best remaining examples of the general store supplying all the possible needs of the community.

Little Chapel in the Hills: This chapel is a nondenominational gathering place. It is a simple log structure, built in 1902 and stands on ground donated by the Jerome family for the purpose of erecting such a chapel for the Buffalo Creek residents. It was heated only by a fireplace. It has been restored on the exterior and is in excellent condition.

Little Chapel in the Hills Cemetery: This cemetery lies next to the chapel and the whole is located on a hill overlooking the town. The cemetery is notable because of the high number of children's graves. The beautifully embellished gravestones and the tiny grave plots record the toll that the typhoid epidemic took at the turn of the century.

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Bluejay Inn: This inn still serves visitors to Buffalo Creek. Once a very fashionable hotel, it was built in the 1880's. It housed the Episcopal auxiliaries, was owned by the Episcopal Church, and held a suite of rooms for the Bishop's personal use on his frequent visits to the area.

Little Red School House: This school house is located up the road from the Chapel. It is a one room affair with a lean-to porch in the front. Its desks saw many students such as Stephen Hart through several classes. It is now part of a private estate.

Pine: The town is noted not only for the summer homes which account for most of the houses in the town, but also for the collection of railroad owned homes that were given to those persons who worked the Platte Canyon line. Many of the workers were bachelors and the cabins were often the scene of many late night card games.

Pine School: The school house is a rather large affair for that part of the country. It is a two story structure and is perched on top of a hill that commands a fine view of the town and the river. It housed students from first to tenth grade. It is still used occasionally as a community center and is in fairly good shape.

Pine Community Center: It is a typical frame building seen in American small towns everywhere. It was erected by the railroad in 1895 as a gift to the town. It is still used as a Community Center.

Crystal Lake: The lake is upstream from Pine and it is the source that the Ebert Ice Company used to supply the Den er ice houses and ice boxes. Such lakes were the typical ice sources for the urban population. The ice was shipped down by the DSP&P after being cut at the lake into large blocks. Some of the old ice building are still in evidence but are adapted to other uses.

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UNITED STATES DEPARTMENT OF THE INTERIOR
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PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
Colorado	
COUNTY	
Jefferson	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
OCT 9 1974	

SEE INSTRUCTIONS

1. NAME

COMMON: ~~North Fork Historic District~~

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: North end of town, on a small rise.

CITY OR TOWN: Pine

STATE:	CODE	COUNTY:	CODE
Colorado	08	Jefferson	059

RECEIVED
JUN 11 1974
NATIONAL REGISTER

3. PHOTO REFERENCE

PHOTO CREDIT: Robert L. Hinkle

DATE OF PHOTO: May 18, 1974

NEGATIVE FILED AT:

State Historical Society Of Colorado 200 E. 14th Denver Colorado

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

This is the community schoolhouse of Pine looking towards the northeast
Note the floorplan and external paneled appearence.

#1079

PROPERTY OF THE NATIONAL REGISTER

Form No. 10-301a
(7/72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
Colorado	
COUNTY	
Jefferson	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
OCT 9 1974	

SEE INSTRUCTIONS

1. NAME

COMMON: North Fork Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: see nomination

CITY OR TOWN:

STATE:	CODE	COUNTY:	CODE
Colorado	08	Jefferson	059

RECEIVED SEP 17 1974 NATIONAL REGISTER

3. PHOTO REFERENCE

PHOTO CREDIT: State Historical Society

DATE OF PHOTO: 1974

NEGATIVE FILED AT: State Historical Society

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Summer home near Buffalo Creek built at the turn of the century. Note detailing on porch.

#2079

PROPERTY OF THE NATIONAL REGISTER

CONOCO

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
Colorado	
COUNTY	
Jefferson	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
OCT 9 1974	

SEE INSTRUCTIONS

1. NAME

COMMON: North Fork Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: The junction of the Pine/Decker road and the North Fork.

CITY OR TOWN: Near Buffalo Creek

STATE:	CODE	COUNTY:	CODE
Colorado	08	Jefferson	059

3. PHOTO REFERENCE

PHOTO CREDIT: Robert L. Hinkle

DATE OF PHOTO: May 18, 1974

NEGATIVE FILED AT: State Historical Society of Colorado

RECEIVED
JUN 11 1974
NATIONAL REGISTER

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

This is the Green Mercantile Store looking downstream towards the southeast and shows the hewn granitic solidness of the structure and the setting in which it appears, nearly identical to the context of 1879.

#3 of 9

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Form No. 10-301a
(7/72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

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STATE	
Colorado	
COUNTY	
Jefferson	
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ENTRY NUMBER	DATE
OCT 9 1974	

SEE INSTRUCTIONS

1. NAME

COMMON: North Fork Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
200 feet south of the North Fork at Ferndale

CITY OR TOWN:
Ferndale

STATE:	CODE	COUNTY:	CODE
Colorado	08	Jefferson	059

3. PHOTO REFERENCE

PHOTO CREDIT: Robert L. Hinkle

DATE OF PHOTO: May 18, 1974

NEGATIVE FILED AT:
States Historical Society of Colorado

RECEIVED
JUN 11 1974
NATIONAL REGISTER

4. IDENTIFICATION

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DESCRIBE VIEW, DIRECTION, ETC.

This is a view of the company resort cabin at Ferndale looking at the fro t of the structure towards the south. Much of a district's character lies in the context of the buildings and the forest is a major part of this context.

#4079

Form No. 10-301a
(7/72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

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STATE	
Colorado	
COUNTY	
Jefferson	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
OCT 9 1974	

SEE INSTRUCTIONS

1. NAME

COMMON: North Fork Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
see nomination

CITY OR TOWN:

STATE:	CODE	COUNTY:	CODE
Colorado	08	Jefferson	059

RECEIVED
SEP 17 1974
NATIONAL REGISTER

3. PHOTO REFERENCE

PHOTO CREDIT: State Historical Society

DATE OF PHOTO: 1974

NEGATIVE FILED AT: State Historical Society

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

One of 3 or 4 remaining stone pilons of railroad bed crossings.

#5079

PROPERTY OF THE NATIONAL REGISTER

Form No. 10-301a
(7/72)

UNITED STATES DEPARTMENT OF THE INTERIOR
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NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

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COUNTY	
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ENTRY NUMBER	DATE
OCT 9 1974	

SEE INSTRUCTIONS

1. NAME

COMMON: North Fork Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
see nomination

CITY OR TOWN:

STATE:	CODE	COUNTY:	CODE
Colorado	08	Jefferson	059

RECEIVED SEP 17 1974 NATIONAL REGISTER

3. PHOTO REFERENCE

PHOTO CREDIT: State Historical Society

DATE OF PHOTO: 1974

NEGATIVE FILED AT: State Historical Society

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Little Chapel in the Hills, built on land donated by the Jeromes to serve the community.

#6079

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Form No. 10-301a
(7/72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
Colorado	
COUNTY	
Jefferson	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
OCT 9 1974	

SEE INSTRUCTIONS

1. NAME

COMMON: North Fork Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
see nomination

CITY OR TOWN:

STATE:	CODE	COUNTY:	CODE
Colorado	08	Jefferson	059

RECEIVED
SEP 17 1974
NATIONAL REGISTER

3. PHOTO REFERENCE

PHOTO CREDIT: State Historical Society

DATE OF PHOTO: 1974

NEGATIVE FILED AT: State Historical Society

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Little Chapel in the Hills Cemetery showing children's graves from one of worst typhoid epidemics on the front range.

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#7 of 9

Form No. 10-301a
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PROPERTY PHOTOGRAPH FORM

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COUNTY	
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ENTRY NUMBER	DATE
OCT 9 1974	

SEE INSTRUCTIONS

1. NAME

COMMON: North Fork Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: see nomination

CITY OR TOWN:

STATE:	CODE	COUNTY:	CODE
Colorado	08	Jefferson	059

RECEIVED SEP 17 1974 NATIONAL REGISTER

3. PHOTO REFERENCE

PHOTO CREDIT: State Historical Society

DATE OF PHOTO: 1974

NEGATIVE FILED AT: State Historical Society

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Another of the company cabins at Ferndale, closer to the river.

#8079

PROPERTY OF THE NATIONAL REGISTER

SOUTH PLATTE HOTEL

Form No. 10-301a
(7/72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

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Colorado	
COUNTY	
Jefferson	
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ENTRY NUMBER	DATE
OCT 9 1974	

SEE INSTRUCTIONS

1. NAME

COMMON: North Fork Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: The junction of the North and South Forks of the South Platte River.

CITY OR TOWN: South Platte

STATE:	CODE	COUNTY:	CODE
Colorado	08	Jefferson	059

3. PHOTO REFERENCE

PHOTO CREDIT: Robert L. Hinkle

DATE OF PHOTO: May 18, 1974

NEGATIVE FILED AT: State Historicakl Society of Coloardo

RECEIVED
JUN 11 1974
NATIONAL REGIST

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. The front of the South Platte Hotel looking towards the south from the route of the old DSP & P railroad bed.

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#9 of 9

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